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Another embodiment of the invention is a system for preventing crashes of a remote controlled aircraft that includes: a positioning module that determines the attitude of said remote controlled aircraft during flight; a control module in communication with said positioning module and with control signals received from a transmitter; and said control module comprising instructions for determining when said aircraft is at risk of crashing and, responsive to said determination, providing modified control signals to at least one aircraft flight control system, wherein said modified control signals reduce said risk of crashing said aircraft.

Yet another embodiment of the invention is a method of modifying the flight pattern of a remote controlled aircraft. The method includes: reading control signals from a transmitter; reading positioning signals corresponding to the attitude of said aircraft from a positioning module; determining if said control signals will place the airplane outside of defined performance parameters; and modifying said control signals so that performance of said airplane is within said defined performance parameters.

Please replace the paragraph beginning on page 3, line 3 with the following amended paragraph:

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Embodiments of the present invention relate to a low-cost, electronic guidance system that is incorporated into a remote controlled airplane and is capable of modifying the flight control signals sent by the pilot to the airplane. This embodiment functions by modifying the control signals that are sent by the pilot to the airplane. For example, if the pilot moves a control lever on the transmitter, the frequency of the signals being sent to a receiver in the aircraft are altered. The receiver in the aircraft then outputs pulse-width modulated signals to a microcontroller which analyzes the signals and outputs and, after making any necessary modifications, outputs the pulse-width modulated signals to the servos that control flight. Each movement of the control stick by the pilot causes signals

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at one or more frequencies to be transmitted to a receiver in the aircraft. These signals are converted to pulse-width modulated signals for controlling different servos or settings of the aircraft.

Attached are the amended paragraphs with markings to show changes made. The applicant respectfully submits that with the above amendments, no new matter has been added to the disclosure of the present application. The subject matter added in the new paragraphs can be found in the originally filed claims.


Respectfully submitted,

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